INSTRUCTION MANUAL
FOR

RUGER®

SALE PRICE
$ 3 00

NEW MODEL

BISLEY

SINGLE ACTION REVOLVER
.32 H&R MAGNUM Caliber
.22 LONG RIFLE Caliber

READ THE INSTRUCTIONS AND WARNINGS IN THIS MANUAL CAREFULLY BEFORE USING THIS FIREARM

THIS INSTRUCTION MANUAL SHOULD ALWAYS ACCOMPANY THIS FIREARM AND BE TRANSFERRED WITH IT UPON CHANGE OF OWNERSHIP, OR WHEN THE FIREARM IS LOANED OR PRESENTED TO ANOTHER PERSON.

A COPY OF THE INSTRUCTION MANUAL FOR EACH MODEL RUGER FIREARM IS AVAILABLE FROM THE FACTORY ON REQUEST. THESE INSTRUCTION MANUALS CONTAIN IMPORTANT WARNINGS WHICH MUST BE UNDERSTOOD BEFORE USING THESE FIREARMS.

STURM, RUGER and Company, Inc.
Southport, Connecticut 06490 U.S.A.

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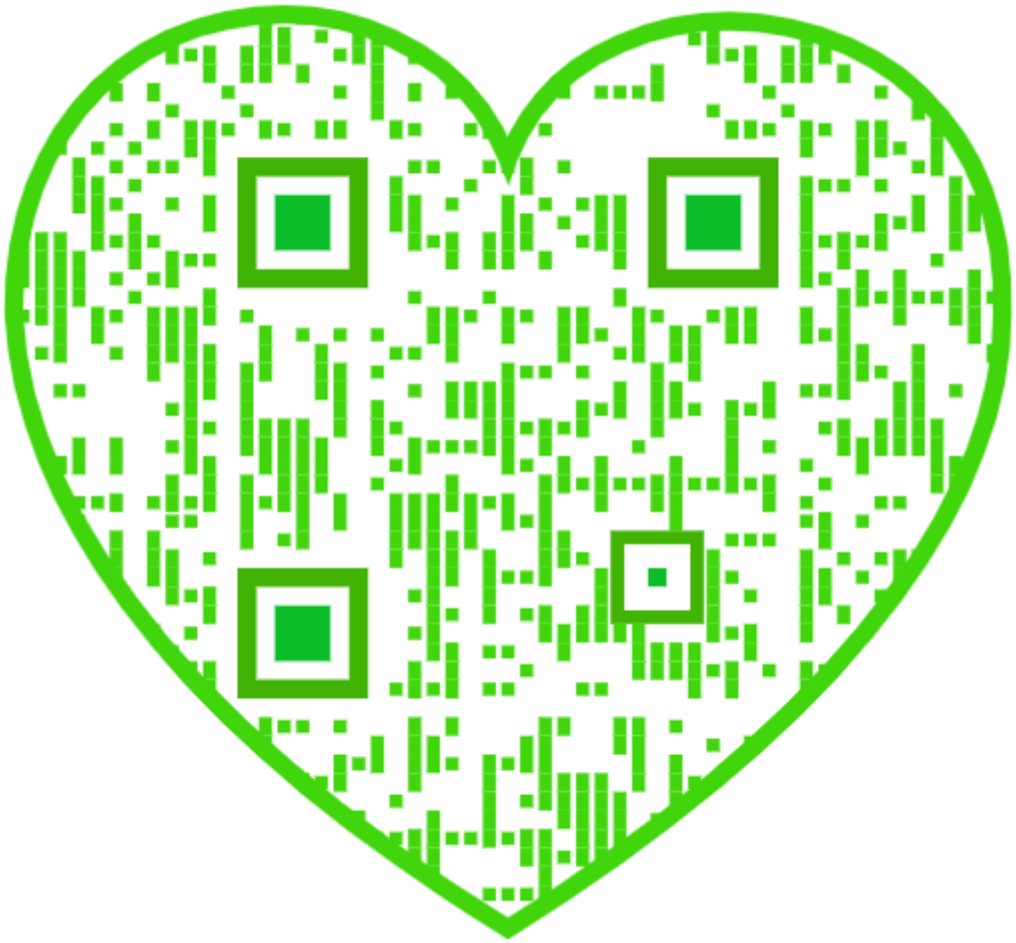

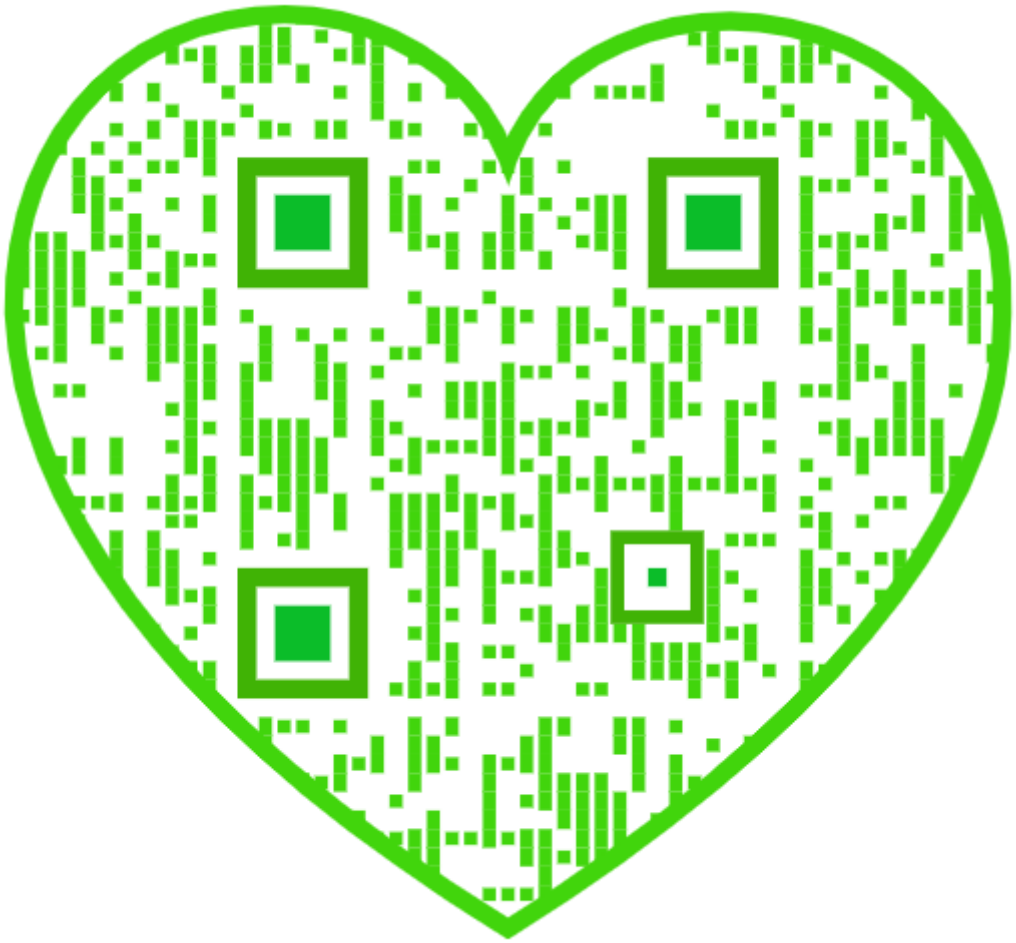

FIREARMS SAFETY – YOUR RESPONSIBILITY

SAFETY MUST BE THE FIRST AND CONSTANT CONSIDERATION OF EVERY PERSON WHO HANDLES FIREARMS AND AMMUNITION.

This Instruction Manual is designed to assist you in learning how to use and care for your revolver properly.

Only when you are certain you fully understand the Manual and can properly carry out its instructions should you practice loading, unloading, etc. with live ammunition.

If you have any doubts about your ability to handle or use a particular type of gun safely, then you should seek supervised instruction.

Such personalized instruction is often available from gun dealers, gun clubs or police departments. If none of these sources can help you, write to the National Rifle Association, Washington D.C. 20036. They will assist you.

The person with a gun in his possession has a full-time job. He cannot guess; he cannot forget. He must know how to use his firearm safely. *Do not use any firearm without having a complete understanding of its particular characteristics and safe use.* Remember: There is no such thing as a foolproof gun.

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Other Cautions and Warnings Appear Throughout the Manual

ALTERATION WARNING

Sturm, Ruger & Company, Inc. will not be responsible for *any* alteration of *any* part of this firearm after it leaves our control, or for the addition or substitution of parts or accessories not manufactured by Sturm, Ruger & Company, Inc. This product was designed to function properly *in its original condition.* Any changes made in this product are specifically contrary to our instructions and we expressly do *not* authorize any changes to be made after manufacture. *Do not jeopardize your safety or the safety of others by making modifications to your firearm.*

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FIREARMS ARE DANGEROUS WEAPONS — READ THE INSTRUCTIONS AND WARNINGS IN THIS MANUAL THOROUGHLY AND CAREFULLY BEFORE USING THIS FIREARM

THE RUGER NEW MODEL BISLEY SINGLE ACTION REVOLVER

GENERAL INFORMATION AND MECHANICAL CHARACTERISTICS

The mechanism of the Ruger Bisley differs significantly from that of other single action revolvers. It has many of the features of the Ruger New Model Single Action Revolvers, with certain important differences, such as the frame, hammer, trigger, and grip frame. The information and instructions which follow apply *only* to the New Model Bisley revolver.

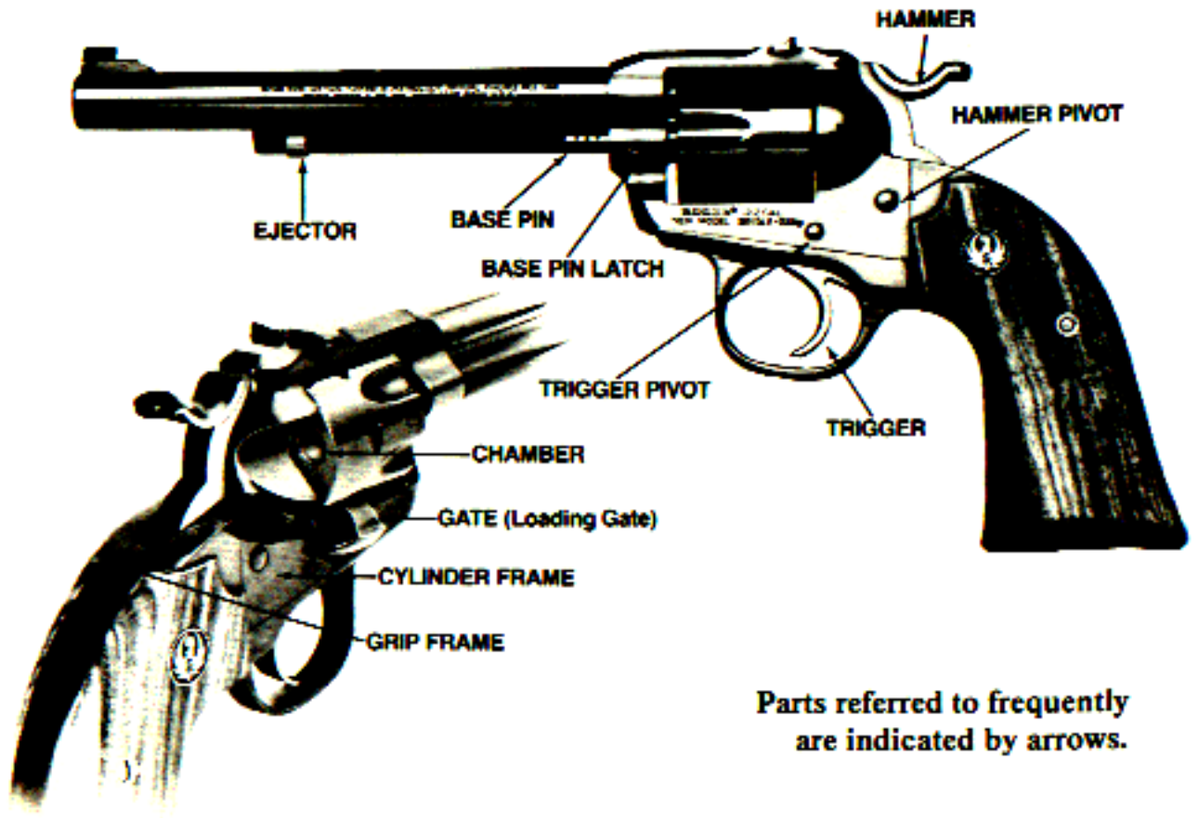
A careful reading of this manual and study of the detailed illustrations will help you to understand the logic of the New Model Bisley mechanism and to make full use of the advantages which it provides.

Unlike the earlier single action revolvers which had four hammer positions — *"cocked", "loading", "safety" and "all the way forward"* — the New Model Bisley has only two hammer positions — *"cocked" and "all the way forward".*

The New Model Bisley mechanism incorporates a *transfer bar.* The transfer bar — which is raised into firing position as the trigger is pulled to the rear — transmits the energy of the hammer blow to the firing pin. This transfer bar mechanism makes a "safety" notch unnecessary.

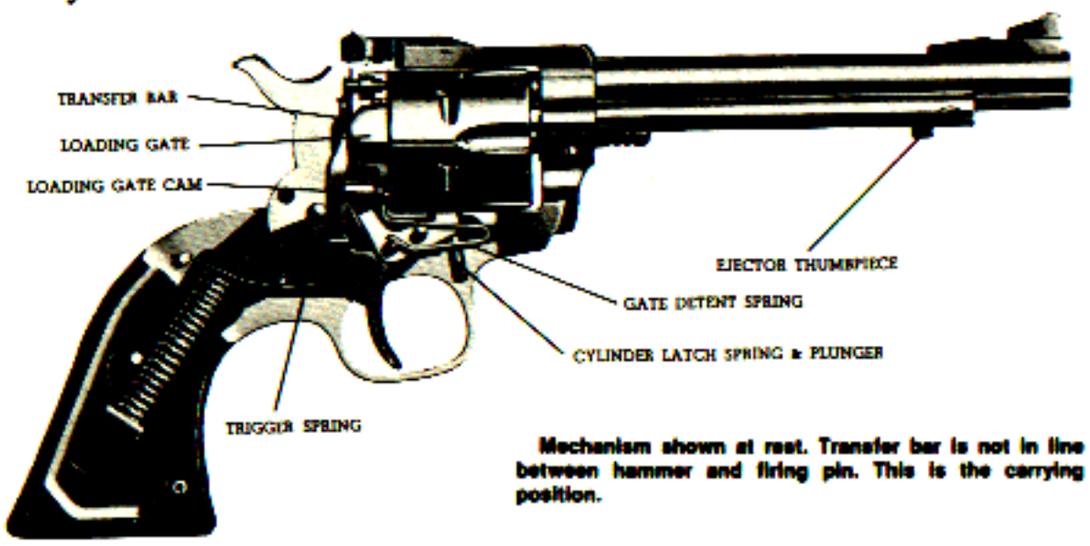
The gate (loading gate) can be opened only when the hammer and trigger are fully forward. Opening the gate immobilizes the trigger, hammer, and transfer bar. When the gate is opened the cylinder is unlatched and can be turned, by hand, for loading or ejection. When the gate is closed, the cylinder latch functions in the normal manner. The loading notch is therefore unnecessary in the New Model Bisley design.

The mechanism of the New Model Bisley provides maximum security against accidental discharge. As with any other firearm, however, the New Model Bisley must be used with strict attention to correct safety practices. In addition, the revolver should be inspected frequently to assure that it is working properly.

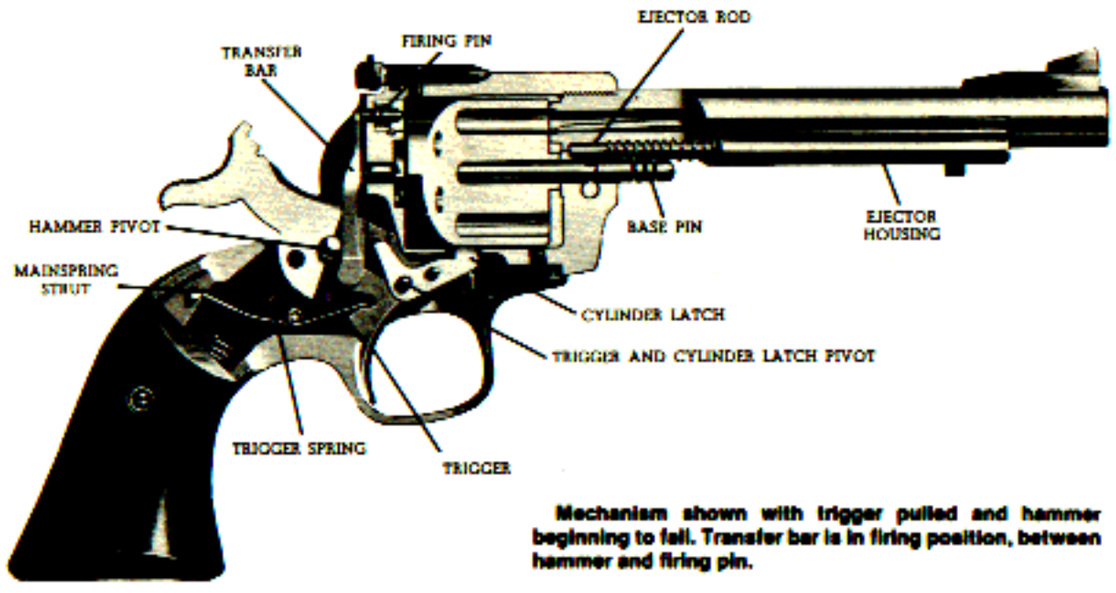


Parts referred to frequently are indicated by arrows.

The Ruger New Model Revolver mechanism. (Illustrated below.) The same basic mechanism is found in the entire line of Ruger New Model single action revolvers — Single-Six, Blackhawk, Super Blackhawk and Bisley.



Mechanism shown at rest. Transfer bar is not in line between hammer and firing pin. This is the carrying position.



Mechanism shown with trigger pulled and hammer beginning to fall. Transfer bar is in firing position, between hammer and firing pin.

AMMUNITION

The Ruger New Model Bisley revolver chambered for the Caliber 32 H&R Magnum cartridge will also chamber the 32 S&W cartridge and the 32 S&W Long cartridge. The use of other than 32 H&R Magnum cartridges, may, in some loadings, result in unsatisfactory accuracy.

The Ruger New Model Bisley revolver chambered for .22 long rifle is intended to be used with any standard make of .22 long rifle, long or short ammunition in either regular, high velocity or hyper-velocity loading.

DANGER — AMMUNITION WARNING

Firearms may be damaged, and death or serious injury to the shooter or other persons may result from any condition which contributes to the generation of excessive pressure, or the uncontrolled release of gas, within a firearm. The foregoing adverse conditions can be caused by *bore or chamber obstructions, propellant powder overloads, or by defective, incorrect, or improperly loaded and assembled cartridge components.*

It is extremely dangerous to use a cartridge whose pressure is greater than that developed by cartridges loaded to Industry Standards. Even the strongest firearm can be blown up as a result of excessive pressure.

AMMUNITION (CARTRIDGES) NOTICE

WE SPECIFICALLY DISCLAIM RESPONSIBILITY FOR ANY DAMAGE OR INJURY WHATSOEVER OCCURRING IN CONNECTION WITH, OR AS THE RESULT OF, THE USE IN RUGER REVOLVERS OF FAULTY, OR NON-STANDARD, OR "REMANUFACTURED" OR HAND LOADED (RELOADED) AMMUNITION, OR OF CARTRIDGES OTHER THAN THOSE FOR WHICH THE FIREARM WAS ORIGINALLY CHAMBERED.

BORE OBSTRUCTIONS WARNING

Before loading or firing a revolver examine the bore to be certain it is unobstructed. *Firing a gun with any obstruction in the bore — even a heavy coating of oil, or drops of water — may result in damage to the gun and injury to the shooter and persons nearby.*

A misfire or unusual sound upon firing is a signal to cease firing and to examine the chambers and bore. If there is any obstruction, clear the obstruction with a bore brush before firing the gun.

HANDLING

CARRYING: Unlike "old model" Single Action revolvers which should always be carried with the hammer down on an *empty* chamber to prevent accidental discharges caused by a blow to the hammer, the Ruger New Model Bisley may be carried with all chambers loaded. When the hammer and trigger are fully forward at the same time, the transfer bar is lowered out of firing position and the hammer rests directly on the frame not on the firing pin. See HANDLING WARNING.

HANDLING WARNING

Do not load the revolver until you are ready to use it.

NEVER CARRY ANY REVOLVER WITH THE HAMMER COCKED OR WITH THE TRIGGER HELD TO THE REAR. If the trigger is held to the rear, the gun can fire if the hammer strikes the transfer bar. Note that it need not be a deliberate effort to pull the trigger. Any situation where the trigger attains its rearward position and permits the transfer bar to be interposed between the hammer and the firing pin can cause the cartridge under the firing pin to discharge if the hammer falls or is struck.

NEVER DROP OR STRIKE ANY REVOLVER — COCKED OR UNCOCKED — AND CARRY AND HANDLE THE REVOLVER IN SUCH A MANNER THAT THE HAMMER WILL NOT BE STRUCK.

TO LOAD AND FIRE: Note — The loading gate cannot be opened unless the hammer and trigger are fully forward.

1. Open the gate.
2. Turn cylinder clockwise, by hand, and insert cartridges in chambers.
3. Close gate. The revolver is now in its normal carrying condition — hammer and trigger fully forward and transfer bar lowered out of firing position.

4. The revolver is now ready to be fired. Keep the muzzle pointed in a safe direction. To fire the revolver, the hammer must first be manually cocked (see below), and then the trigger must be pulled (squeezed). That sequence must take place to fire each shot. WARNING: When cocking the hammer, have a firm hold on the grip with the shooting hand, and DO NOT TOUCH THE TRIGGER WHILE COCKING THE HAMMER. TOUCH THE TRIGGER ONLY WHEN YOU ARE READY TO FIRE.

Cocking — With the fore portion of the thumb firmly on the hammer spur, draw the hammer fully to the rear until it stops. Then permit the hammer to move forward (it will only be slightly) until the trigger engages in the hammer at full cock.

Firing — Once the hammer has been cocked, a light pressure on the trigger will disengage the trigger from the hammer. The hammer will fall forward striking the transfer bar and the revolver will fire. CAUTION: Individuals who have never before fired a revolver should be aware that the recoil of the 32 Magnum cartridge can be surprising. A novice shooter should be aware that the recoil of any handgun causes the muzzle of the gun to flip upward. The shooter need not be apprehensive, but be prepared.

FIRING WARNING

When firing any revolver, be sure all persons are a safe distance to the rear of the shooter. When fired, all revolvers discharge gas and particles through the clearance gap between the cylinder and the rear of the barrel. These particles of lead, powder grains or lubricant are projected broadly sideways at high speed and thus can injure a person who is standing too close to the revolver.

When firing any revolver, always be certain that nothing — including either of your hands — is in the path of the hot gas and particles which are discharged from the front and sides of the cylinder.

When shooting, adequate eye protection is essential. Shooters and bystanders must wear shooting glasses. Hearing protection must also be worn. Exposure to shooting noise can damage hearing.

EJECTION OF CARTRIDGES OR FIRED CASES:

1. If the hammer is cocked, it must be decocked. (See instructions below.)
2. Open the gate.
3. Turn cylinder clockwise, by hand, to align a chamber with the ejector rod. Push the ejector rod rearwardly, by means of the thumb-piece on its forward end, so that it slides through the chamber to push out the cartridge or fired case. Repeat until all chambers are empty. Do not eject unfired cartridges onto any surface where the cartridge primer might strike a solid object and discharge the cartridge.
4. Double check to be certain that all cartridges have been removed, then close the gate.

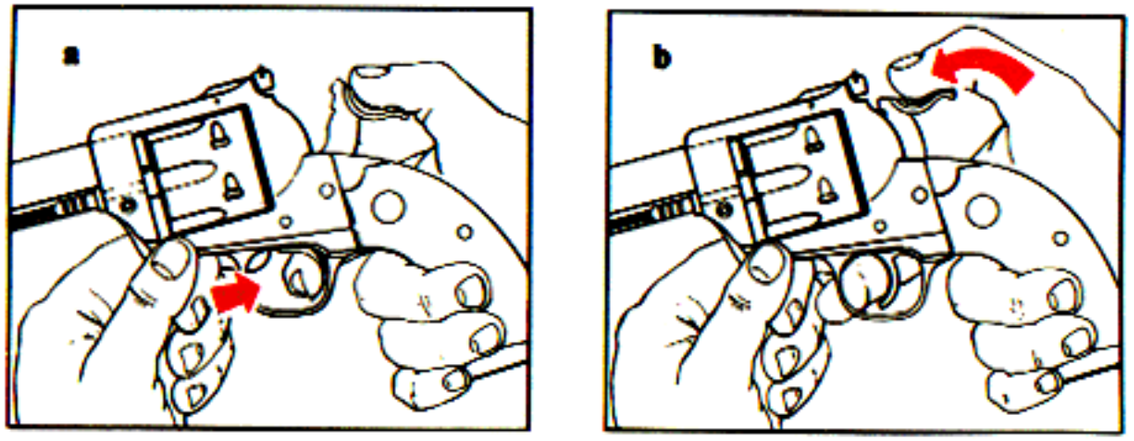
TO 'UNCOCK' (DECOCK) THE REVOLVER:

If the revolver is cocked, and you wish to let the hammer down to its forward position (against the frame), proceed as follows: USE EXTREME CARE WHEN ATTEMPTING TO DECOCK THE REVOLVER, AS THE THUMB SLIPPING DURING THIS PROCESS CAN RESULT IN AN ACCIDENTAL DISCHARGE IF THE TRIGGER IS HELD TO THE REAR.

1. Make certain that the revolver is pointing in a safe direction.
2. Make certain both hands are dry and not impeded in any way — gloves, bandages, cold, etc.
3. Grasp the revolver (if right handed) so that the thumb and forefinger of your left hand are firmly holding the frame, forward of the trigger guard. Thus, your left hand is in full control of the revolver (See figure a).
4. Place your right thumb firmly on the hammer spur and, with your thumb securely in control of the hammer, squeeze the trigger only enough to permit the hammer to 'break free' of the trigger. At that instant, IMMEDIATELY RELEASE THE TRIGGER and then slowly permit the hammer, STILL SECURE UNDER YOUR THUMB, to move forward to its resting position against the frame. NOTE: It is imperative that finger pressure be

removed from the *trigger* just as soon as it is free of the hammer. Then, properly, the trigger and hammer will move towards their forward rest positions together (See Figure b).

Practice this important gun handling skill with an unloaded revolver until you have developed the proper control and 'touch' to decock your revolver safely. The key to safe decocking is having the weight of the revolver controlled with one hand, while the thumb and forefinger of the 'shooting hand' control the hammer and trigger.



DECOCKING (UNCOCKING) THE REVOLVER

a. With the thumb controlling the hammer as shown above, squeeze trigger to permit hammer to 'break free'.
b. When hammer is free, IMMEDIATELY release trigger. Then lower hammer slowly to its resting position against frame.

TO REMOVE OR REPLACE CYLINDER:

WARNING: Never attempt to remove or replace a loaded cylinder.

1. Open gate.
2. Press base pin latch (on left side) and withdraw base pin.
3. Remove cylinder from loading gate side of frame.

To replace cylinder, simply reverse the above procedure. Rotate cylinder in a clockwise direction to ensure that pawl is correctly positioned on cylinder ratchet, *before replacing base pin.*

DRY-FIRING: Be certain the revolver is unloaded before using it for dry-firing. Be certain the gun is pointing in a safe direction even when practicing by dry-firing. The Ruger Bisley can be dry-fired without damage to the firing pin or other components.

"FANNING": NEVER fan the Ruger New Model Bisley revolver. Fanning is an unsafe way to fire a gun and it is abusive to the revolver mechanism.

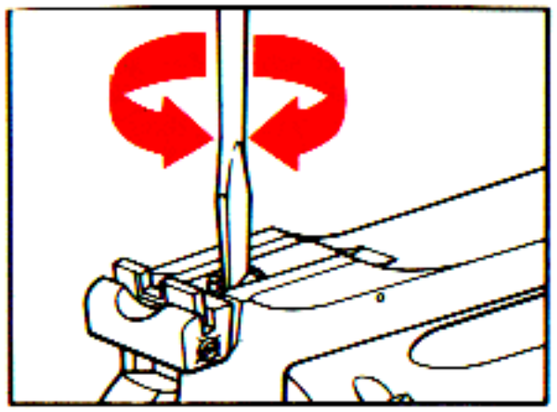
LUBRICATION WARNING

Firing a revolver with oil, grease, or any other material even partially obstructing the bore may result in damage to the revolver and injury to the shooter and those nearby.

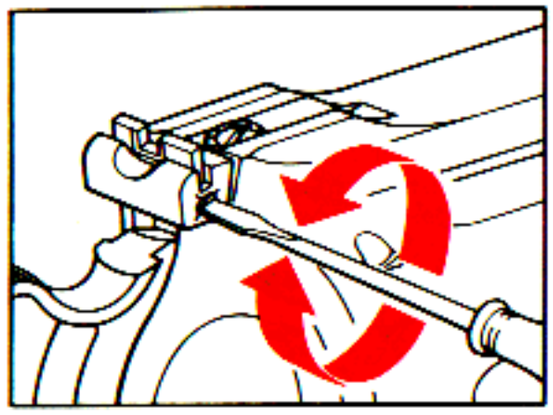
Do *not* spray or apply lubricants directly on ammunition. If the powder charge of a cartridge is affected by the lubricant, it may not be ignited, but the energy from the primer may be sufficient to push the bullet into the bore where it may become lodged. Firing a subsequent bullet into the obstructed bore may damage the revolver and cause injury to the shooter and those nearby. *Use lubricants properly.* You are responsible for the proper care and maintenance of your firearms.

SIGHTS

SIGHT ADJUSTMENTS

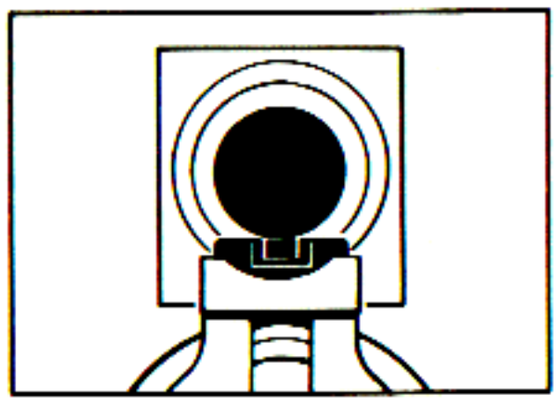


To *raise* point of impact: turn screw *counterclockwise.*
To *lower* point of impact: turn screw *clockwise.*



To move the point of impact to the *right:* turn screw *counterclockwise.*
To move the point of impact to the *left:* turn screw *clockwise.*

SUGGESTED SIGHT PICTURE



Top of front sight even with top of rear sight blade. Front sight centered in notch of rear sight blade. Target bullseye centered on top of front sight.

DISASSEMBLY — REASSEMBLY WARNING

Never clean, lubricate, disassemble or work on a revolver while it is loaded. Never install or remove a loaded cylinder. A loaded cylinder can discharge if dropped or struck. Read instructions before disassembling gun.

CAUTION: The user of a New Model Bisley revolver should carefully study all the illustrations and the Parts List in this manual *before* attempting to take the gun apart. Know the names and location of the parts before removing any of them. If a particular instruction is not comfortably clear, the reread it until it is. Although the Bisley revolver mechanism is composed of only a few parts, it is essential that the disassembly and reassembly operations be carried out with knowledge and care.

Only a few tools are required: A screwdriver or two to remove the grip panel and grip frame screws, and a drift punch to remove the hammer and trigger pivots (pins). A small plastic-faced hammer can be useful in drifting the trigger pivot out and in.

The tip of the screwdriver blade should perfectly fit the grip frame screw slots. A tip too large will scrape away metal, while a too-small tip will damage the screw slots.

Before taking the gun apart, set up to do it properly. Cover the work surface with a soft cloth so that the gun finish (and sights) will not be damaged, and provide a tray into which the parts can be put as they are removed from the gun.

DISASSEMBLY:

1. Open the gate, rotate the cylinder a few times to be certain the revolver is unloaded. Leave the gate open.
2. Press in fully on the left side of the base pin latch, and while holding it in that position, withdraw the base pin. Remove the cylinder and close the gate.
3. Remove grip panel screw and remove grip panels.
4. Draw hammer rearward to full cock position. Insert a short length (about 1") of nail or pin into the small hole at the lower end of the hammer strut. (The purpose of the pin is to confine the mainspring when the hammer is released.)
5. While maintaining thumb pressure on the hammer spur, squeeze the trigger and ease hammer down to full forward position.
6. Remove the five screws which fasten the grip frame to the cylinder frame.
7. Pull the grip frame rearward and downward to separate it from the cylinder frame. (If the grip frame does not readily separate from the cylinder frame, draw the hammer rearward a short distance.) Remove the mainspring assembly from the grip frame, but do *not* remove the small pin that is confining the mainspring. The mainspring assembly will later be reassembled into the frame as it is.

CAUTION: Do not 'lose' the pawl spring and plunger (located in a hole in the rear of the left side of the cylinder frame, just above the grip frame screw hole) or the cylinder latch spring and plunger (located in the hole above front of the trigger guard bow in the grip frame).

8. Removing the trigger pivot (pin) is one operation where it is useful to have a helper, because the novice usually needs a 'third' hand. Ideally, something like a bag filled with shot on each side of the gun will solidly anchor it as it should be. (See Figure 1, note the groove in the trigger pivot.) Using a screwdriver as shown in Figure 1, depress the gate detent spring so that the end of the spring which rests in one groove of the trigger pivot is free of the groove. Then, use a drift and hammer to push the pivot completely out of the frame. CAUTION: Press the screwdriver blade tip against the spring carefully and be certain the blade does not slip off the spring and damage the frame or injure the person holding the gun.
9. Remove cylinder latch, gate detent spring, and gate.
10. Remove hammer pivot. Then remove the hammer/pawl assembly and the trigger/transfer bar assembly. (Note that the hammer is attached to the pawl and the transfer bar is attached to the trigger. See Figure 2.)

The revolver is at this stage disassembled as far as it needs to be for major cleaning and maintenance. However, if it is necessary to go beyond the above steps, the following cautions and suggestions should be useful:

Ejector/Ejector Housing: Use a screwdriver with blade tip that properly fits the housing screw. Wrap one hand firmly around barrel and housing when loosening the screw. Remove screw, then carefully lift housing (which contains compressed spring and ejector rod) away from the barrel.

Base Pin Latch/Nut and Spring: The nut must be held firmly (with jaw-protected pliers) while the latch is being unscrewed. Don't lose the spring. When reassembling, be certain the nut and spring are on the left side of the frame. (See Parts Drawing.)

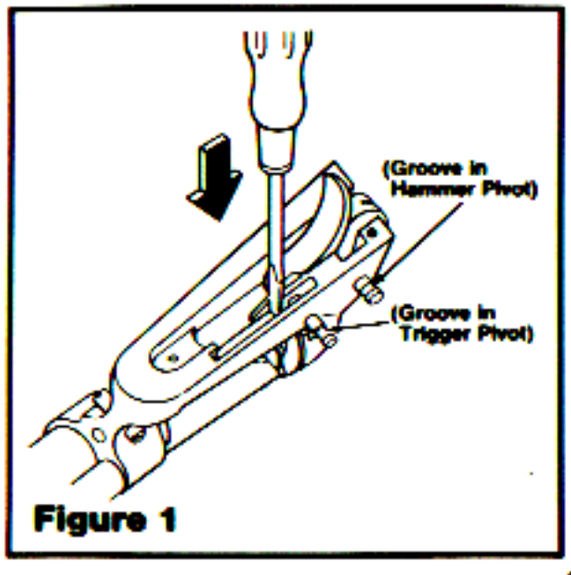


Figure 1

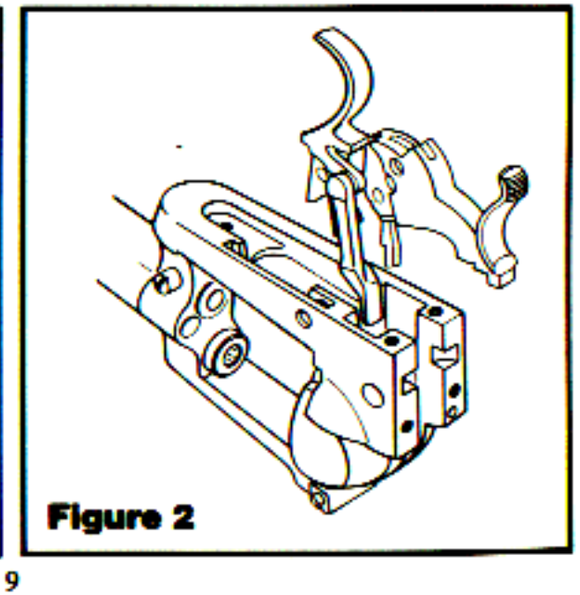


Figure 2

REASSEMBLY

1. Assemble pawl to hammer and transfer bar to trigger as shown in Figure 2. Partially insert hammer/pawl assembly in its recess in the frame. Insert trigger/transfer bar assembly in its slot in the frame. Then simultaneously complete insertion of the two assemblies into the frame.

2. (Refer to Figure 1.) Align hammer in frame and insert hammer pivot with the grooved end of the pivot on the gate side of the frame. (The long screw, XRN-19L, when also inserted on the gate side, will intersect the groove and lock the pivot in place. See step number 11.)

3. Replace cylinder latch and gate detent spring as shown in Figure 3. Note that the lug on the cylinder latch fits between the arms of the gate detent spring and that the end of one of the arms of the spring is formed at a 90 degree angle. The projection thus formed, is designed to fit through the square hole in the bottom of the frame and to ride on the cam surface of the gate pivot. Note also that this projection holds the loading gate back and in place.

4. (Refer to Figure 1.) Depress the upper arm of the gate detent spring with tip of screwdriver blade and install trigger pivot. Pivot should be inserted from the gate side of the frame. The *non*-grooved end of the pivot should be inserted first. (It may be necessary to manipulate the trigger, the gate detent spring, and the cylinder latch to align them to receive the trigger pivot.)

5. Insert the base pin, taking care to be certain the 'dished out' section of the base pin collar is adjacent to the bottom of the barrel. *Caution: The base pin must be fully inserted and locked in position by the base pin latch. If the base pin is not fully inserted and locked, the transfer bar may catch under the firing pin when the hammer is being cocked.*

6. (Refer to Figure 4.) Unhook the ends of the trigger spring (XRN-37) from the grooved retaining pin on both sides of the grip frame.

7. Insert cylinder latch spring and plunger in hole in grip frame. (The spring goes in first so that the plunger is on top.)

8. Insert pawl spring and plunger (plunger goes in the hole first) in the hole in the left side of the cylinder frame just above the left rear grip screw hole.

9. (Refer to Figure 4.) Draw hammer to the rear slightly and place the grip frame loosely on the cylinder frame. Before pushing the grip frame forward to mate with the cylinder frame, be certain that:

(a) the cylinder latch plunger (XRN-77) is positioned so that it will contact the bottom of the cylinder latch (rather than either side of the latch),

(b) the pawl spring is aligned to contact the left 'ear' of the grip frame (and not be bent as the ear contacts it).

10. See Figure 4, and note the end of the trigger spring (the arrow marked "A"). This end of the spring must be depressed so that it slides under the rear portion of the trigger when the grip frame is forward. With all the above springs and plungers aligned, fully mate the grip frame and cylinder frame and install the five grip frame screws. Note that the long screw (XRN-19L) should go in the grip frame hole on the gate side (Figure 4-B) of the revolver.

11. Hook the two ends of the trigger spring over the pin (KXRN-63) as shown in Figure 4-C.

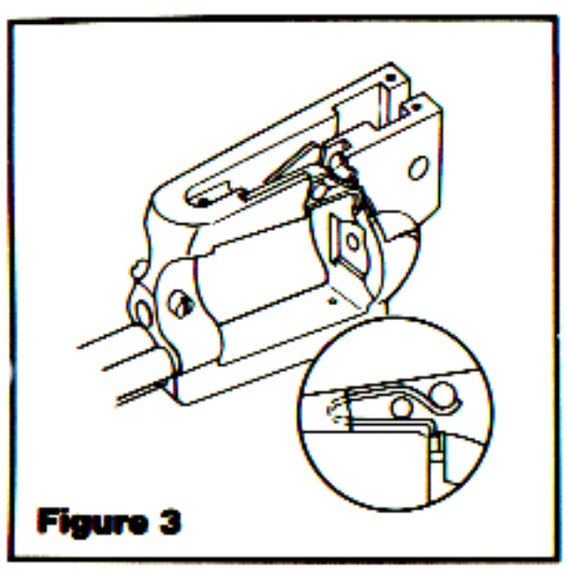


Figure 3

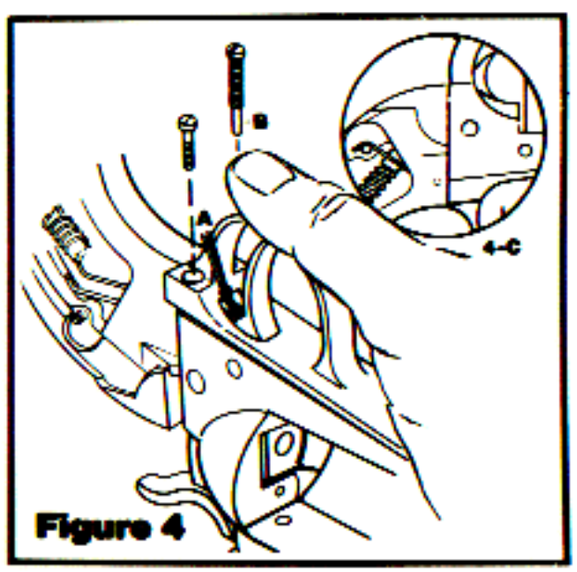


Figure 4

12. Install mainspring assembly in the grip frame. Be certain the strut is positioned properly. See the Parts Drawing for correct strut positioning.

13. Be certain the mainspring strut seat is correctly positioned on its step in the grip frame. Then, draw the hammer back to the full cock positon and remove the small pin from the mainspring strut. Pull trigger and allow hammer to fall.

14. Open the gate, withdraw base pin and install the cylinder. Reinsert the base pin and be certain it is fully seated and locked in position.

15. WARNING: Before loading cartridges into the chamber, cycle the revolver several times. Check to be sure that cylinder rotates and locks correctly; that trigger returns in a positive manner when released and that loading gate opens and closes normally.

CARE AND CLEANING

Always be certain the revolver is unloaded before cleaning. The revolver's internal mechanism can be lubricated without disassembly. A few drops of light oil recommended as suitable for firearms, applied periodically about the various frame openings, will work its way into the mechanism parts. The exterior of the revolver should be cleaned with a solvent and then wiped with an oily cloth if the gun is to be stored. Swab the bore and chambers with an oily patch, followed by a clean, dry patch. *Do not apply excess lubrication.*

To clean the revolver after firing, remove the cylinder and clean the barrel from the muzzle by running a cleaning rod with a solvent coated patch through the bore several times. A bronze wire brush, of a size appropriate to the bore size, attached to the cleaning rod should then be pushed the full length of the bore several times. Again swab the bore with a solvent coated patch. Then wipe the rod clean and, using a dry patch, swab the bore until it is clean. Examine the bore to be sure that no fouling remains. Repeat the above procedure for each of the six chambers.

It is well known that some cartridges with lead bullets tend to deposit metal fouling in the chamber throats, in the forcing cone of the barrel (area) and in the bore. If 'leading' is noted in your revolver, clean it out before it builds up and interferes with reliable functioning and accuracy. A special 'lead removing' cleaning tool (for bore and chambers) is available from gun stores.

Do not keep a revolver in a leather, fabric or canvas holster when it is stored. These materials attract moisture, even though the holster may appear to be dry.

At regular intervals, or when the revolver has been exposed to sand, water or other adverse conditions, disassemble it and clean and oil it as described above.

SERVICE AND PARTS POLICY

If you have any questions with regard to the performance of your revolver, please write to our Southport, CT Service Department, fully describing all circumstances.

If you should return your revolver to the factory for repair, or order parts for it, please comply with the following suggestions for prompt service:

PARTS:

1. All parts orders for New Model Bisley revolvers should be sent to:
Sturm, Ruger & Company, Inc., Service Department, Southport, CT 06490
2. Send payment with orders for parts. Orders for less than $1.00 not accepted.
3. Order by Part Name *and* Part Number.
4. Barrels, cylinders, and other parts designated by an asterisk (*) must be fitted at the factory.
5. Because it is a serial-numbered component, the frame of the revolver is defined as a "firearm" by Federal law and is not offered for sale separately.

FIREARMS:

1. New Model Bisley revolvers returned for repair should be sent to Sturm, Ruger & Company, Inc., Service Department, Southport, CT 06490. Ship the *complete* revolver.
2. Revolvers must be shipped prepaid. *We will not accept collect shipments.*

The Federal Gun Control Act, as well as the laws of most States and localities, does not prohibit an individual (who is not otherwise barred from purchasing or possessing a firearm) from shipping a firearm directly to the manufacturer for repair. However, before shipping

your revolver to us, be certain your State or locality does not have a law or regulation which will prohibit you from receiving the revolver from us after it has been repaired. If such receiving is prohibited, then please have a Federally Licensed Firearms dealer ship the gun to us. If your gun is sent to us by a dealer, it will be returned to him after being repaired. If a handgun is shipped by an individual who does not hold a Federal Firearms License, it *must* be shipped via UPS. Persons who do not hold a Federal Firearms License are prohibited from shipping a handgun by mail. Handguns mailed in violation of the law are impounded by the Post Office.

3. Enclose a letter which includes your name, address, telephone number, and serial number and model of the firearm. Describe the trouble you have experienced with your revolver, or the work you wish to have done. Merely stating that the revolver "needs repair" is inadequate information. State precisely what is wrong.

4. Work performed will bear a net minimum labor charge of $5.00. The charge for bluing is $15.00.

5. WARNING: *Before shipping any firearm, be certain that it is unloaded.*

6. Please do *not* send your holster, custom grip panels, or other accessories.

NOTE: We cannot perform custom gunsmithing work or make non-standard alterations. Only standard replacement parts, as listed in the Parts List, can be supplied.

PARTS LIST AND SUGGESTED RETAIL PRICES

IMPORTANT — WHEN ORDERING PARTS INCLUDE THE COMPLETE SERIAL NUMBER AND SPECIFY THE BARREL LENGTH.

ORDER THESE PARTS FROM SOUTHPORT PLANT

Part No.	Part Name	Price
XRN-00602	*Barrel (6½" — .22 L.R.)	$14.25
SSM-00602	*Barrel (6½" — .32 H&R Mag.) (Not Illustrated)	15.50
XRN-29	Base Pin Assembly	1.50
XR-27	Base Pin Latch	.50
XR-28	Base Pin Latch Nut	.50
XR-47	Base Pin Latch Spring	.50
BRN-1	*Cylinder (.22 L.R.)	16.00
BRN-1-32	*Cylinder (.32 H&R Mag.)	23.00
XRN-46	Cylinder Latch Spring	.50
XRN-77	Cylinder Latch Spring Plunger	.50
KXRN-62	Cylinder Latch	1.50
XR-22	Ejector Housing	6.25
XR-33	Ejector Housing Screw	.50
XR-23	Ejector Rod Assembly	1.75
XR-44	Ejector Rod Spring	.50
XR-21	Firing Pin (.22 L.R.)	.75
MR-21	Firing Pin (.32 H&R Mag.) Not Illustrated	.75
XR-48	Firing Pin Rebound Spring	.50
BRN-36	Front Sight Ramp	4.75
XRN-76	Front Sight Screw	.50
XRN-24	Gate	3.75
XRN-73	Gate Detent Spring	2.25
BRN-3	Grip Frame	55.00
XR-17	Grip Frame Screw — A — Front	.50
BRN-18H	Grip Frame Screw — B — Back (2 Req'd) ea.	.50
XR-19	Grip Frame Screw — C — Bottom	.50
XRN-19L	Grip Frame Screw & Pivot Lock	.50
BRN-10RL	Grip Panels Complete (Sold in pairs ONLY.)	22.00
XR-14	Grip Panel Dowel	.50

XR-12	Grip Panel Ferrule, Left	.50
XR-11	Grip Panel Ferrule, Right Not Illustrated	.50
KXR-13	Grip Panel Screw	.50
BRN-40A	Hammer Assembly	18.75
XRN-16	Hammer Pivot	.50
KXRN-41	Hammer Plunger	.50
PR-42	Hammer Plunger Pin	.50
PR-43	Hammer Plunger Spring	.50
XR-15	Hammer Strut	.50
XR-4	Mainspring	.50
XR-5	Mainspring Seat	.50
XR-52	Medallion	.75
XR-7	Pawl (.22 L.R.)	1.75
SSM-00700	Pawl (.32 H&R Mag.) Not Illustrated	1.75
XR-51	Pawl Plunger }	
XR-50A	Pawl Plunger Spring } Sold as a complete assembly only	.50
XR-35	Rear Sight	4.00
XR-20	Recoil Plate (.22 L.R.)	.50
MR-20	Recoil Plate (.32 H&R Mag.) Not Illustrated	.50
XR-49	Recoil Plate Cross Pin	.50
MRN-72	Transfer Bar (.22 L.R.)	3.00
SSM-07200	Transfer Bar (.32 H&R Mag.) Not Illustrated	3.00
BRN-39	Trigger	8.75
XRN-34	Trigger Pivot	.50
XRN-37	Trigger Spring	.75
B-26	Trigger Spring Pin	.50
KXRN-63	Trigger Spring Retaining Pin	.50

*Part must be installed at the factory.

NOTE: *All* barrels are marked with safety message.

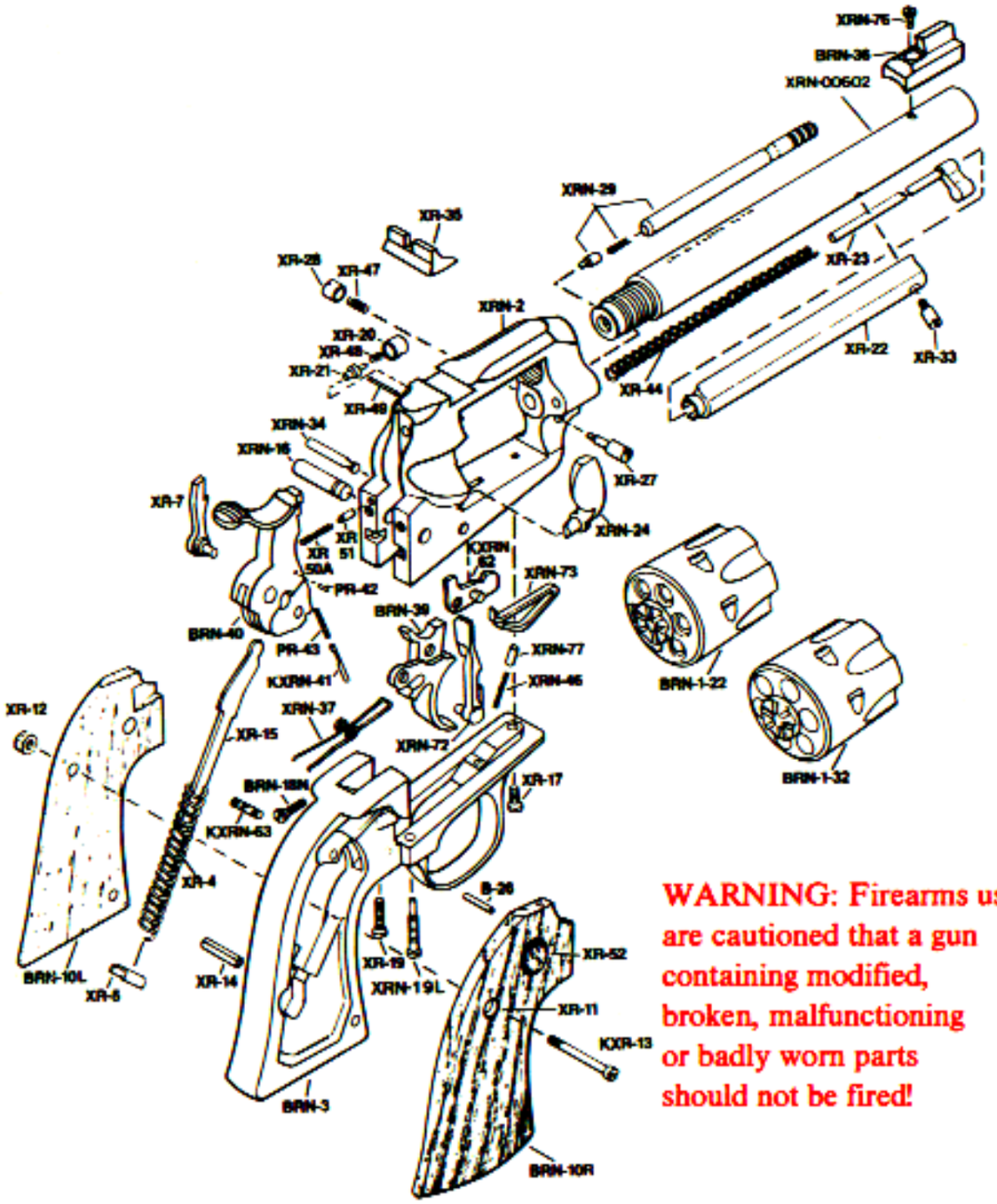
WARNING TO PARTS PURCHASERS

It is the purchaser's responsibility to be absolutely certain that any parts ordered from the factory are correctly fitted and installed. Firearms are complicated mechanisms and IMPROPER FITTING OF PARTS MAY RESULT IN A DANGEROUS MALFUNCTION, DAMAGE TO THE FIREARM, AND INJURY TO THE SHOOTER AND OTHER PERSONS. The purchaser and installer of parts must accept full responsibility for the correct adjustment and functioning of the revolver after such installation.

GRIP FRAME NOTE: The New Model Super Blackhawk *steel* Grip Frame (Stainless steel or blued) will fit the Ruger New Model Bisley revolver. However, because the Grip Frame must be 'matched-polished' to fit each cylinder frame, it is furnished (as a component part) only 'in the white', that is, not polished or blued. The Grip Frame can be factory fitted with the charges computed as follows: Price of appropriate Grip Frame, plus price of Super Blackhawk Grip Panels, plus fitting charge of $10.00, plus bluing charge of $15.00. The Blackhawk Stainless steel Grip Frame can be fitted to any blued New Model revolver, with charges computed as follows: Price of Stainless Grip Frame, plus fitting charge of $10.00, plus refinishing charge of $15.00.

Return shipping charges (UPS/AOD) are about $4.00 per handgun, but this charge is absorbed by the factory if full payment for the Grip Frame fitting job is included with the revolver.

Design, specifications and prices subject to change without notice.



WARNING: Firearms users are cautioned that a gun containing modified, broken, malfunctioning or badly worn parts should not be fired!

THE BASIC RULES OF SAFE FIREARMS HANDLING

We believe that Americans have a right to purchase and use firearms for lawful purposes. The private ownership of firearms in America is traditional, but that ownership imposes the *responsibility* on the gun owner to use his firearms in a way which will ensure his own safety and that of others. When firearms are used in a safe and responsible manner, they are a great source of pleasure and satisfaction, and represent a fundamental part of our personal liberty.

Firearms do not cause accidents! Firearms accidents are almost always found to have been the result of carelessness, or ignorance on the part of the shooter of the basic rules of safe gun handling.

The following rules must be observed by gun users at all times. Safe gun handling is not just desirable, it is absolutely essential to the continuation of gun ownership and sport shooting as we know it today.

1. LEARN THE MECHANICAL AND HANDLING CHARACTERISTICS OF THE FIREARM YOU ARE USING. Not all firearms are the same. The method of carrying and handling firearms varies in accordance with the mechanical provisions for avoiding accidental discharge and the various proper procedures for loading and unloading. No person should handle any firearm without *first* having thoroughly familiarized himself with the particular type of firearm he is using, and with safe gun handling in general.

2. ALWAYS KEEP THE MUZZLE POINTED IN A SAFE DIRECTION. Be sure of the bullet stop behind your target, even when dry-firing. Never let the muzzle of a firearm point at any part of your body or at another person. This is particularly important when loading or unloading a firearm. In the event of an accidental discharge, no injury can occur as long as the muzzle is pointing in a safe direction. A safe direction means a direction which will not permit a discharged bullet to strike a person, or to strike an object from which the bullet may ricochet. A safe direction must take into account the fact that a bullet may penetrate a wall, ceiling, floor, window, etc. and strike a person or damage property. Make it a habit to know exactly where the muzzle of your gun is pointing whenever you handle it, and be sure that you are always in control of the direction in which the muzzle is pointing, even if you fall or stumble.

3. FIREARMS SHOULD BE UNLOADED WHEN NOT IN USE. Firearms should be loaded only when you are in the field or on the target range or shooting area, ready to shoot. Firearms and ammunition should be securely locked in racks or cabinets when not in use. Ammunition should be safely stored *separate* from firearms. Store your firearms out of sight of visitors and children. It is the gun owner's *responsibility* to be certain that children and persons unfamiliar with firearms cannot gain access to firearms or ammunition.

4. BE SURE THE BARREL IS CLEAR OF OBSTRUCTIONS BEFORE SHOOTING. Even a bit of mud, snow or excess lubricating oil or grease in the bore may cause the barrel to bulge, or even burst on firing, and can cause injury to the shooter and bystanders. Be sure that you are using ammunition of the proper caliber and loading for the gun you are using. If the report or recoil on firing seems weak, or doesn't seem quite right, CEASE FIRING IMMEDIATELY and check to be sure that no obstruction has become lodged in the barrel.

5. BE SURE OF YOUR TARGET BEFORE YOU SHOOT. Don't shoot unless you know exactly where your bullet is going to strike. Be sure of the bullet stop behind your target, even when dry-firing with an unloaded gun. If you are in the field hunting, do *not* fire at a movement or noise. Take the time to be *absolutely certain* of your target before you pull the trigger.

6. WEAR SHOOTING GLASSES AND HEARING PROTECTORS WHEN YOU SHOOT. All shooters should wear protective shooting glasses and some form of hearing protectors when shooting. Exposure to shooting noise can damage hearing, and adequate vision protection when shooting is essential.

7. NEVER CLIMB A TREE OR FENCE WITH A LOADED FIREARM. Put the firearm down carefully before climbing a fence, and *unload* it before climbing or descending a tree or jumping over a ditch or other obstruction. Never pull or push a loaded firearm toward yourself or another person. When in doubt, unload your gun!

8. DON'T SHOOT AT A HARD SURFACE, OR AT WATER. Bullets can glance off many surfaces like rocks or the surface of water and travel in unpredictable directions with considerable velocity.

9. NEVER TRANSPORT A LOADED FIREARM. Firearms should always be unloaded before being placed in a vehicle. A suitable carrying case or scabbard should be used to carry a firearm to and from the shooting area.

10. AVOID ALCOHOLIC BEVERAGES WHEN SHOOTING. Don't drink until the day's shooting is over. Handling firearms while under the influence of alcohol in any form constitutes a criminal disregard for the safety of others.

WHY NO WARRANTY CARD HAS BEEN PACKED WITH THIS NEW RUGER FIREARM

The Magnuson-Moss Act (Public Law 93-637) does not require any seller or manufacturer of a consumer product to give a written warranty. It does provide that if a written warranty is given, it must be designated as "limited" or as "full" and sets minimum standards for a "full" warranty.

Sturm, Ruger & Company, Inc. has elected not to provide any written warranty either "limited" or "full", rather than to attempt to comply with the provisions of the Magnuson-Moss Act and the regulations issued thereunder.

There are certain implied warranties under state law with respect to sales of consumer goods. As the extent and interpretation of these implied warranties varies from state to state, you should refer to your state statutes.

Sturm, Ruger & Company wishes to assure its customers of its continued interest in providing service to owners of Ruger firearms.

AN EXTRAORDINARY ACHIEVEMENT: RUGER FIREARMS

Founded in 1949 by William B. Ruger and Alex Sturm (he died in 1951), Sturm, Ruger & Company is now regarded as one of the world's leading small arms design organizations. In its more than three decades of growth and progress under the personal leadership of William B. Ruger, the company has produced more than nine million pistols, revolvers, rifles and shotguns.

From its plants in Southport, Connecticut and Newport, N.H. comes a unique and broad line of sporting and military firearms which are recognized for their fine quality. A full color catalog that carries illustrations and descriptions is available free upon request to the address below.

STURM, RUGER & Company, Inc.
Southport, Connecticut 06490
U.S.A.

ALL RUGER FIREARMS ARE DESIGNED AND MANUFACTURED
IN RUGER FACTORIES IN THE UNITED STATES OF AMERICA